

Norwich Bulletin
and Courier
124 YEARS OLD

Subscription price 12¢ a week; 50¢ a month; \$4.00 a year.
Entered as the Postoffice at Norwich, Conn., as second-class matter.
Postoffice No. 100, 18.
Published at Norwich, Conn., 25-3.
Telephone Office, 21; 22; 23; 24; 25; 26; 27; 28; 29; 30; 31; 32; 33; 34; 35; 36; 37; 38; 39; 40; 41; 42; 43; 44; 45; 46; 47; 48; 49; 50; 51; 52; 53; 54; 55; 56; 57; 58; 59; 60; 61; 62; 63; 64; 65; 66; 67; 68; 69; 70; 71; 72; 73; 74; 75; 76; 77; 78; 79; 80; 81; 82; 83; 84; 85; 86; 87; 88; 89; 90; 91; 92; 93; 94; 95; 96; 97; 98; 99; 100.

CIRCULATION
WEEK ENDING NOV. 20th, 1920
11,074

WHERE FITNESS IS NEEDED.
In view of the disclosures which have been made in connection with the operations of the shipping board it is not at all surprising that there should be efforts made to bring about a confirmation of those who have been recently named to membership on that board. There is ground for the plea which has been made by Senator Fletcher of Florida to the effect that there is much for the board to do in the next three months and that there are only two to do it unless the appointments are confirmed.

THE MAN WHO TALKS
The great change from the brilliant, autumn weather that has been so generally prolonged this season, to the drab chill of late autumn is Nature's annual reminder to the people of the north to get ready for winter. In any other season there is no doubt that it would seem quite out of place. The course we are quite loath to take the steam heater with the coal situation as it is, but a grain of comfort is found in the fact that, at least, the winter is put up for the season. In winter, I suspect, there is the winter's stock of fuel and the usual stock of vegetables, so that there is something to be thankful for, as there always is. If there is a tendency to be grumpy at Thanksgiving time just look back at the conditions in which the Thanksgiving festival was held, and then be thankful. See the little band devastated by disease and death, harassed by the Indians and by the climate? See these men of blood and iron thinking God for His mercies and the day?

HOW TO CUT THE COAL BILL
We are on the threshold of fuel economy. That prediction comes from a man who is a realist in observing the industrial face connected with the production and consumption of the country's fuel. Dr. George Otis Smith, director of the United States geological survey, not only makes this statement, but he gives in connection with it some most interesting reasons for his optimism. His data, chiefly in terms of coal fuel, a resource that has hitherto been so cheaply accessible that the country has been content simply to burn it rather than to use it meaningfully, naturally, that much of the coal has been consumed inefficiently. The high prices have forced a recognition of this fact, and the genius of the country is now summoned to provide the methods for getting the full value out of the billions of tons that are used each year. Where all this coal, both hard and soft, goes in every twelve month is little visualized through Dr. Smith's little sketch of its progress from the mine to the various consumers. One thousand tons of coal is what a single miner, roughly speaking, produces in a year. That is equal to a short train of twenty flat cars. Seven of these cars is for export and bunker coal, and a matter of ten tons is for the gas works. This serves to indicate rather forcibly that it is everybody's business to make the best possible use of the coal that comes to him.

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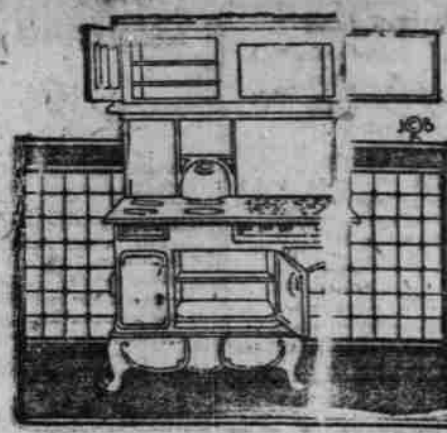
THE MAN WHO TALKS
The people of the United States as a whole have a perfect right to be angry. They are angry at the situation which will engulf the world in a war of justice and humanity. The reason is we are not obsessed with the military spirit. One war has recently been waged in Europe that has brought death to all lovers of liberty, and that has been the fight of Poland to regain her stolen nationhood. In 1772, Frederick the Great—great as a ruler as in other respects—divided Poland into three parts: one to Prussia, one to Austria, and one to Russia. In 1795 he took a big slice from upper Silesia; in 1796 he added more to East Prussia. In 1795 what was left of Poland was taken over by Austria and Russia. To the east, at the same time, Ukraine, Podolia, and Lithuania were appropriated by Russia. For more than 100 years this disgrace continued, but now Poland has regained most of her original territory.

HOW TO CUT THE COAL BILL
It is pointed out that the waste in coal is not wholly above ground. There is considerable waste in the mines. Mr. Hoover has been quoted as declaring that the bituminous coal industry is "the worst functioning industry in the country." It has been estimated that perhaps thirty per cent of the available coal is wasted in the mine. Furthermore, as Dr. Smith shows, no sooner does a ton of coal come to the surface than from forty to fifty per cent of the available coal is lost in the mine machinery. It is gratifying to note, though, that the mines seem to appreciate the extravagance of this and that the electrification of the mine plants in part of West Virginia, power being distributed from a central station equipped with the most efficient apparatus, has led to a saving of about twenty per cent of the coal. It is also gratifying to note that the electrification of the mine plants in part of West Virginia, power being distributed from a central station equipped with the most efficient apparatus, has led to a saving of about twenty per cent of the coal.

HOW TO CUT THE COAL BILL
If all the leaky gas ranges in home kitchens were put in condition, the demands of the people of the country upon the coal piles of the gas works would be materially reduced. With the present high price of gas it would be to the household's advantage to see to it that his bill for this kind of fuel was as reasonable as possible by having his range overhauled from time to time.

HOW TO CUT THE COAL BILL
A larger use of electricity is a means for delivering the power in the coal is one of the visions for the immediate future. At the present time the steel industry has supplied electrical motive power more generally than any other enterprise, its motors today aggregating nearly one-third of all the installed motors in the country. Engineers seem to be agreed that the greatest hope for fuel economy lies in the adoption of the big central station idea. Statistics are quoted to show that the average small plant, which means about two hundred horsepower, consumes eight times the coal that is required by the largest central stations. Add to this the savings possible in mining and in railway, and the ratio between present average practice and present best practice becomes nearly 12 to 1. It is admitted that cheap power is plenty in the United States, but it is not to be the chief reliance in retaining the country's leadership. Industrially, these facts are worthy of something more than careful consideration. As Dr. Smith states "Both capital and labor are vitally interested in the power supply," and adds that "The total cost of one thousand horse-power-hours in terms of coal resources is about two-thirds of a ton with efficient use, and nearly three tons with average conditions of waste at the little plant."

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WHY THE EAGLE FOR NATIONAL EMBLEM?

Pew, probably, have ever given it a thought as to why we adopted the eagle as our national bird, and not many are aware that our forefathers gave considerable thought to the subject. The eagle is in no way significant of America, and is not a purely American bird. When the subject was noted at the beginning of our existence as a nation there was considerable preference for the turkey as the national bird, and if Benjamin Franklin, who was called upon to discuss the other products of the country, had had his way, our bald eagle would never have arisen above the status of a hawk. While the eagle was a symbol of power, it was also a symbol of pride. It was not until the eagle was adopted as the national bird that it became a symbol of the American people. The eagle was adopted as the national bird because it was a symbol of power and pride. It was not until the eagle was adopted as the national bird that it became a symbol of the American people. The eagle was adopted as the national bird because it was a symbol of power and pride. It was not until the eagle was adopted as the national bird that it became a symbol of the American people.

Girls! Girls!! Save Your Hair With Cuticura

There was the English rose, the French fleur-de-lis, the Scotch thistle, the Irish harp, the German eagle and the Dutch lion. Virtue and Justice supported the shield, above the crest of Providence, and below the motto, "E Pluribus Unum." John Adams had the government represented as a powerful, herculean figure, with a giant club and standing between Virtue and Vice. Franklin adopted the story of Pharoah pursuing the Hebrews into the Red Sea with the pillar of fire before the latter. None of these were pleasing, so the committee was dismissed and in the ensuing years five distinct groups of men submitted over forty suggestions, before the eagle, with his olive branch in one claw and his arrows in the other, finally satisfied the people. In June of the year 1782 congress finally permitted itself to acquiesce to the eagle design, and by that time the only thing that was left of the Franklin idea was the "E Pluribus Unum," that he had suggested to Jefferson in 1776. Franklin with his ideas of the fitness of things, could not approve of a bird which he knew from his observations to be a racial among the denizens of the upper air. He affirmed that the eagle was a lazy bird and a great big bully, neither one of which he believed applied to the young nation. He said that the eagle would not go out in search of food, but hung about and watched for the more industrious birds, who would do so, and he would then attack them and take the food away from them. Had Franklin had his way we should doubtless be offering premiums for the pelts of the bald eagle, in the places where he is so fortunate as to survive. On the other hand, would not the eagle, as a symbol of the American people, be a more fitting emblem than the turkey, which was a symbol of the American people? The eagle was adopted as the national bird because it was a symbol of power and pride. It was not until the eagle was adopted as the national bird that it became a symbol of the American people. The eagle was adopted as the national bird because it was a symbol of power and pride. It was not until the eagle was adopted as the national